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Hongkong Daily Press.

ESTABLISHED 1857.

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[1545]

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[1602]

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[1603]

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[33a]

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[33a]

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[446]

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Hongkong, 30th July, 1902.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith, and no communication should be written on one side of the paper.
No anonymous signed communications that have already appeared in other papers will be inserted.
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DEATHS.

On the 21st July, at the General Hospital, Singapore, WILLIAM FERN ELVET, aged 44 years. At "Raceview Cottage," Singapore, Victor son of JOHN PERKINS, aged 5 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VIEUX ROAD, LONDON OFFICE: 181, ELENT STREET, E.C.

HONGKONG, 1st August, 1902.

We are told by REUTER'S telegram of the 29th July that the commercial community at home is well satisfied with the terms of Sir JAMES MACKAY's agreement with China. We have had but a few outlines of the final form of this agreement, though we learnt a few days ago that China had unconditionally accepted the draft of the proposed treaty. The latter expression, however, is in no danger of misleading us into thinking that China has given in to all that Great Britain has asked for, since we are already acquainted with the previous abortive attempts to arrive at harmony. What REUTER gives us as the main points of the new treaty are these. China has agreed to abolish lekin taxes throughout the Empire, in return for consent to a surtax which will bring the taxation on foreign imports up to between ten and eleven per cent. *ad valorem*, according to the present system of valuation. China will also open the five new Treaty ports of which we spoke yesterday. Great Britain, on the other hand, has "expressed her willingness to support China in her policy of reform." We note in our issue of the 29th ultimo on the subject of the abolition of lekin and did not find it possible to hope much from the abolition of the dues, it being practically certain that the local officials would find some means of exacting the same charges under a different name. How Sir JAMES MACKAY's treaty proposes to guard against this we cannot tell. We fear that the vast difficulty of the operation lightly called "the abolition of lekin" cannot be expected to strike those who have not at least passed a considerable part of their life in China ports. The best

authorities in Great Britain and China are to be consulted, Lord LANSDOWNE said on the 19th July, before accepting the proposal of Sir JAMES MACKAY. Yet the treaty is spoken of now as if it were practically arranged. Perhaps Lord LANSDOWNE intended to convey that the authorities would be consulted on the manner in which the abolition of lekin was to be carried out. We fear in that case that they may have some difficulty in arriving at a satisfactory agreement. In some ways there is hardly a more revolutionary step which would be suggested in Chinese administration than this attempt to do away with the immemorial "squeeze" of the provincial authorities. Having obtained from China the promise to abolish the vexatious imposition, we shall be worse than foolish if we grant what is after all a very large surtax on our imports and then allow a tax similar to lekin to creep in again. Yet, as we have already said, it is difficult to suggest any form of guarantee the Chinese Government could be made to give that would prevent it from creating a new tax to take the place of lekin. There are already the salt and opium-burriers, about the abolition of which we have heard nothing, which could readily be converted into a new kind of lekin. On the whole, it seems probable that before the treaty is actually signed, the whole lekin question will be thoroughly gone into at home, with the assistance of expert advice from European-commercial men in China. And we should not venture to prophecy that the result of the deliberations will necessarily be the abolition of lekin.

One other point in the terms of the agreement, as announced telegraphically, also fails to inspire much satisfaction. Great Britain has expressed her willingness to help China in her policy of reform. This is diplomatic language, but it seems rather absurd to talk of China's policy of reform. Since the return of the Imperial Court to Peking it is the reactionaries, not the progressives, who have been gaining strength, and it would seem therefore to need much more than our "willingness to help" to enable the few enlightened officials to start China on the way to reform. It looks improbable that any reforms not specified in treaties will be carried out in China for many years yet to come.

We call our readers' attention to the programme of the Coronation celebrations appearing to-day in another column.

Five Chinese plague cases, all fatal, occurred in the 24 hours ending at noon yesterday. One body was found in the street. The year's cases now number 513.

Patrons of the 5th ult. states that or late last quantities of opium have been imported into Macao, and adds that their supposed destination—the arm's not being required for use in Macao—is the interior of China. The journal comments on the complications that might arise for the Portuguese Government, and draws the attention of the Ministry of Marine to the matter.

At the Police Court the other day a Chinaman was charged with hawking live frogs without a licence. Diving a hand into his wallet, he pulled out a squirming lizard, which he held up in front of the magistrate, exclaiming—"No, I wasn't hawking frogs; this is what I was hawking." However, the sale of frogs apparently requires a licence quite as much as that of frogs, and the hawker was fined a couple of dollars.

We note in the list of Coronation honours, published in full in the Times, the name of Commodore Francis Powell, C.B., who has been made a K.C.M.G. It is curious that Rester should have omitted mention of this when telegraphing the local honours. Probably the fact that Commodore Powell had but just left Hongkong escaped observation. His numerous friends in the colony and the Fleet will receive with much pleasure the news of the honour conferred on him, which was undoubtedly deserved.

A fatal accident occurred on the Singapore-Kranji Railway on the 18th ult. A Chinese coolie employed near Bukit Timah imprudently attempted to jump from one truck to another as the train was slowly moving along the line. He missed his footing and fell on the rails between the trucks, having both legs smashed, and being injured so severely that he died in half an hour. The Singapore Free Press says:—The as yet incomplete fences to the line, and at the level crossings, the way children wander about and men walk across the track, will necessitate extreme caution in working the line at first.

A gentleman residing in Kowloon has a grievance to ventilate, one that concerns the Sanitary Board. He says that on the road leading past Tsimshatsui Police Station there daily to be seen—and smelt—a Sanitary Board dust-cart laden with evil-smelling offal, which is thrown also on the surrounding roadway. Every day the cart is there, and indeed seems to have been constituted a permanent feature of the landscape. The sight and odour are disgraceful, adds our correspondent, who concludes by asking what should be done. We do not know; perhaps a note to the Sanitary Board office, who have a military effect. Anyhow, we should advise our correspondent to try it.

The next Ted Green Congress will take place at Tokyo.

Rear-Admiral Grenfell arrived at Chemulpo on his flagship *Albion* on the 23rd ult.

The administration report on Peak for 1901 has been published. The figures given show a heavy revenue increase, and an export of \$2,000 tons of tin against 21,100 tons in 1901.

The Coronation celebration at Nagasaki will be held on the 9th November, King Edward's birthday. Some residents have raised an objection because the 9th November is a Sunday.

According to the *Parisian*, the French Government, being satisfied with the result of the trial of a new nitro-glycerine powder, has secured the patent rights from the inventor.

As a consequence of the prohibition of emigration to Hawaii, more than 150 people who embarked on the *America Maru* at Nagasaki and Kobo were ordered to leave the ship at Yokohama on the 22nd ult.

The local agent of the Pacific Mail Steamship Co. informed us yesterday morning that the *City of Peking*, which broke her stern shaft and block and was anchored at the east end of Kurushima Strait, in the Island Sea, has been towed to Kobo, arriving there yesterday morning.

According to telegrams in Canadian papers, in the Oxford and Cambridge Cricket match on the 3rd-5th ult. Oxford made 206 and Cambridge 186 in their first innings. Oxford continued with 251, and as Cambridge won by 7 wickets, the Light Blues must have scored over 271 for 3 wickets in their second innings!

Strict quarantine is being enforced by the Russian Government at Port Arthur, says the *Nagasaki Press*, in order to prevent cholera and all ships are thoroughly disinfected. In order to separate the residence of Chinese from those of Europeans, about 55,000 Chinese labourers have been removed to new quarters, and their old houses have been burnt down.

An Associated Press telegram from Macchabster last month says:—"Sarah Bernhardt definitely announced here to-day that arrangements had been completed for Maude Adams to play Juliet to Mrs. Bernhardt's Romeo during the visit of the French actress to America in 1903." It is sad to see a great actress thus wasting her talents on ridiculously unsuitable parts.

According to a telegram from Washington, it is stated there that Signor Mayor de Planches, the Italian Ambassador, may ask for an apology from the United States on account of the comment on the state of Italian jails contained in the endorsement on the findings of the American Court of Inquiry into the conduct of the officers of the United States warship *Chieng*, who were arrested at Venice in April last.

Speculation, says the *Perak Pioneer*, is rife on the appointment of a Substantive Resident to the Southern State. *Inter alia*, the odds are now said to be in favour of Mr. Walter Egerton, C.M.G., of the Straits Civil Service now on his way out from home. Should he be the selection, this Federation will secure a conspicuously able Administrator and zealous all round lover of sport, whose high reputation is common property.

At a parade at the Royal Marine Barracks, on the 24th June the following received medals for service in China, at the hands of Mrs. Corbet (wife of the colonel-commandant, Col. A. D. Corbet, C.B.)—Capt. E. J. Stroud, Sergt. W. H. Vincent, and W. Gregory, Bugler, C. H. Kinnings, and Privates W. Fray, W. Schobell, E. Packwood, J. Rafferty, J. Hamilton, T. A. Brown, A. T. Cole, T. McDermid, J. Gillard, A. Young, J. R. Brewster, N. Viney, W. E. Bull, A. Terry, H. A. Moore, S. Keech, P. Sweeny, P. W. Homan, D. McKay, F. G. Wood, G. Gibson, R. W. Francis, A. C. Kersey, L. R. Wills, W. G. Eades, W. L. Cook, and J. W. Maco.

Admiral Dewey, giving evidence before the Senate's Committee on the Philippines on the 26th ult., made a positive statement to the effect that Manila had been surrendered to him at the time the Spanish fleet was sunk, and when the city was actually handed over it was in pursuance of a definite understanding between himself and the Spanish Governor-General. The latter wanted to surrender the city to him after the destruction of the fleet, and he would have accepted the normal surrender if he had 5,000 troops to garrison the place. Admiral Dewey further said that he never recognised Aguinaldo's Government. The Spaniards surrendered Manila for fear the Filipinos would enter. Not a gun need have been fired but for the desire of the Governor, who said that his honour demanded a few shots. The Spaniards did not fire because he (Admiral Dewey) warned them not to. Admiral Seymour advised Aguinaldo to treat the Americans as their best friends. Admiral Dewey stated that it was he and not the Filipinos who captured Subic Bay. He took possession of Subic Bay because a German warship was preventing Aguinaldo from passing.

WEATHER NOTICE.

The following was issued from Kowloon Observatory yesterday.—

On the 31st at 11.15 a.m. the barometer is still falling over the Philippines owing to the depression to the Eastward of Luzon.

The barometer has risen over the S. coast of China; fallen in N.E. Japan, the Northern depression having approached the Northern islands.

Moderate S.E. and E. winds on the China coast.

Forecast: E. or variable winds, light; fair.

RESCUED FROM AN UPTURNED JUNK.

While patrolling in the vicinity of Cheung Hau island the other day, No. 2 police launch came across a junk floating bottom-upwards. The accident could not long have happened, for two men were swimming in the water and eleven other of the occupants were clinging to the bottom of the junk, where they were perched in comparative safety. Sergeant Ashmore was in charge of the police launch, and he had a boat lowered and the unfortunate people, who, when they got on board the launch, informed him that the master of the junk was imprisoned in the cabin. Taking with him an axe, Sergeant Ashmore was rowed to the junk, on to which he climbed and knocked in the bottom a hole through which the Chinaman, frightened but none the worse for his adventure, was drawn to safety.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Olympia* left Singapore for this port on the 30th ult., at 10 a.m.

The "Barb," Liner steamer *Leviathan Castle*, from New York, arrived at Singapore via Manila to-day.

The N.P. steamer *Olympia* arrived at Tacum from Japan and Hongkong on the 26th ult.

Further important developments in green tea manufacture may shortly be expected, says a Calcutta telegram. An invention for colouring tea on the Chinese style but by machinery on a large scale, will be put on the market here. The process of colouring is a trade secret at present.

It is reported from Peking that certain French and Russian capitalists have lately been trying to obtain from the Department of Railways and Mines in the capital a concession to construct a railway between Foochow and Hankow. The proposed railway on leaving the Pekin frontier will enter and pass through Kiangsi and thence into the Hupeh provincial boundaries. The Foochow-Hankow Railway will not touch the proposed Canton-Hankow, or Yoch-Han Railway, which will pass through Hunan province and thence into Hupeh.

In spite of the great technical difficulties involved in constructing a railway over mountainous, streams, and hilly country, from Vladivostok to Nachoda Bay, the work, says the *Nova Vremya*, is to be taken in hand during the present summer. It is reported also that another railway will be built from Tsitsihar to Blagoveshchensk, and that the Imperial authorities have decided to build the projected line from Sretenski to Khabarovsk and also a line of railway from Vladivostok to the Chinese town of Hunchun. This latter line will be about 25 miles in length. Hunchun is near the Russian settlement at Novokiesk, and is Russia's outpost on the Chinese and Korean frontiers. Thus, from a Russian standpoint, a railway to Novokiesk is greatly to be desired from purely strategic considerations, for it will serve the entire coast line.

Alarming rumours having been current among the best informed colonial circles in Paris regarding the situation in Siam, the *Elair* (Paris) asked for information from a highly-placed individual who is likely to know the true state of affairs. "The pessimistic rumours at present in circulation regarding the gravity of the Siamese question," he says, "are inaccurate. Some time ago there were indeed grave disorders in Siam. We could hardly tolerate them, and we gave this to be understood. Thereupon the Siamese Government, perceiving that the situation might at any moment become serious, took the necessary punitive measures. To-day all danger is over; the latest reports received from that quarter are altogether reassuring, and the future may be contemplated without apprehension. In authoritative quarters the sending of a military expedition to Siam is not contemplated."

Admiral Dewey, giving evidence before the Senate's Committee on the Philippines on the 26th ult., made a positive statement to the effect that Manila had been surrendered to him at the time the Spanish fleet was sunk, and when the city was actually handed over it was in pursuance of a definite understanding between himself and the Spanish Governor-General. The latter wanted to surrender the city to him after the destruction of the fleet, and he would have accepted the normal surrender if he had 5,000 troops to garrison the place. Admiral Dewey further said that he never recognised Aguinaldo's Government. The Spaniards surrendered Manila for fear the Filipinos would enter. Not a gun need have been fired but for the desire of the Governor, who said that his honour demanded a few shots. The Spaniards did not fire because he (Admiral Dewey) warned them not to. Admiral Seymour advised Aguinaldo to treat the Americans as their best friends. Admiral Dewey stated that it was he and not the Filipinos who captured Subic Bay. He took possession of Subic Bay because a German warship was preventing Aguinaldo from passing.

A GREAT STORM.

The weather for the past fortnight has been very bad, perhaps in part accounting for the great mortality. The great heat broke with thunder, but on Sunday, 22nd June, there was a tremendous storm for nearly the whole day. In fifteen hours about fifteen inches of rain fell, causing a tremor in flood within the city, the ordinary channels being unable to carry off so much water. Numbers of houses were flooded out, and of the rest very few roofs were in a condition to stand such rain. The temperature also falling considerably caused almost the whole population to catch cold, and thus be ready to succumb to the prevailing cholera. Since then the weather has been very wet and miserable, and for the past two days the rain has been steady, and a cold north wind blowing. With a change to drier weather I think the disease would lessen.

The population of the city has been using various means to get rid of the sickness, but processions and banquets of geese are of little avail. If the same effort was expended in cleaning the city—and generally speaking it is not a dirty city—and in forbidding the people not to eat uncooked fruit and half-cooked vegetables, much better results could be looked for.

ITEMS OF NEWS.

No news whatever of the rebellion; possibly the wire is cut Nanking way.

The price of rice is now about \$4.00; a high price for these parts.—N.Y. Daily News.

One of the strangest and most unexpected of the uses to which we can imagine a leg as being put is that of an organ of hearing. Yet such seems to be one at least of the functions of the fore-legs in the cricket. On the outer side of the tibia a small oval space may be seen, in which the strong arachnid which covers the rest of the body is reduced to a thin and membranous condition, making thus a sort of window or membrane. Communicating with this cavity the leg is the ends of a pair, and it can hardly be doubted, therefore, that the little appendage constitutes an auditory organ.

Frogs.

TELEGRAMS.

BEUTER'S SERVICE.

LONDON, 29th July.

THE COMMERCIAL TREATY WITH CHINA.

The commercial community are well satisfied with the terms of Sir James Mackay's agreement with China.

THE AFRICANERS' FUTURE.

General Botha, speaking at Stellenbosch, Cape Colony, declared that the Afrikaners were educated and that they need not make room for anybody.

one, and the prediction would not be far-fetched which foresaw for some of the foreign interests now represented in the North the necessity of working harder than ever before to gather fresh trade, if not something of a struggle to retain that which they think they own.

Chinwangtung promises in the future to become a centre for native energy in the contest for the trade of the North. By intuition, as well as from necessity, the consuming masses of the North count most carefully their outlays. No one can appreciate this condition better than the native merchants. Considerations of outlay apply in this region, quite as much as in any other part of the empire, to money in the very smallest denominations. As time goes by, not acquired value to be weighed against copper cash, the expectation may be warranted that ability to undersell by money fractions so small as to seem almost insuperable, by western standards, may turn custom over a very wide range of territory. Foreign houses always had to sell with reference to the season. Whatever precautions they may take to stock up heavily enough in the months of open navigation to tide over the closed months, invariably heretofore scarcity does occur in many quarters, and prices have advanced generally, in winter. If ships may visit a port never closed and load their cargoes directly on cars, there will be a considerable diversion of trade in favour of houses that can keep supplies and prices reasonably constant, and that shall set out on a trade basis with a declared policy of doing business on the smallest possible margin of profit. There is reason to believe that such a policy will be profitable. Wages are not increasing, except at commercial places where foreign houses have located. The native masses find it much more easy to get good pay for labour, or for their produce, among foreigners than among their own people. Since it is impossible that the great body of consumers should come within the area of this kind of benefit, trade in general is just now hampered rather than helped. The downward tendency of silver is responsible for the new condition. Native reckoning has not yet advanced to a real conception of the difference between bullion and money. There is little reason why the common understanding in this part of China should so advance. Encouraging as have been the trade returns in the North this year, they would have reached greater volume had not the decline in silver so advanced the silver price of goods as to shut off various large negotiations that had been pushed nearly to the contract point. Native merchants, accustomed to dealing in dollars, being estimates on prices paid to the agents of manufacturers last season and unable, or unwilling, to consider any other form of money, could not see why all goods quoted at no advance on the gold price of last year, should now require payment more silver dollars than goods of that class did before.

Those who wish to understand the reason, and those who said that they did understand it, decided to close contracts on the ground that however enlightened they themselves might have become on the subject, their customers had so much trouble to pay the prices demanded last year, that they could not afford the advance and that it would be quite useless to try to make them, since if everyone of them should become con versant with the philosophy of exchange and quotations, that understanding would add no cash to their slender stores, and the goods would remain unsold. Clothing must of course be had at some time, and the gold price must be paid, no matter what the quotation for silver may do. This prospect would turn to the credit of foreign houses, to be expressed in accounts later on, were it not that native opportunity arises from it, and native capital and commercial skill have joined to relieve the situation and supply and anticipate demands on terms of which foreign houses have not dreamed, and which possibly none of them could be induced to favour. Foreign organisation could hardly be devised—certainly not at short notice—to deal efficiently with the mass of native credits. The syndicates of native capitalists who have undertaken to try to capture trade find the field in readiness for them as soon as they enter it, and instead of having a struggle, trade actually awaits them.

This place promises to be the scene of some of their work. They have gone deep into their treasure-boxes to provide the wherewithal for what they have to do. So far as now appears, they must carry stocks and credits for inland merchants not only on easier terms than the old native banks would extend, but with lighter impositions than the compadres of foreign houses could possibly arrange. An inland merchant with whom they think it safe to deal will be favoured with goods and credits to almost any extent that he may ask, under conditions that will not bear heavily upon him and which will yet enable him to give his customers the lowest prices and the longest credits that the market will warrant. In time the customer must bow to the apparent advance in prices but while reconciling themselves to that blow at their calculations, they need not go without clothing of which most of them stand in need, household as well as store stocks having run low in the last year. Since the syndicates cannot expect indulgences from the manufacturers of the goods sent to the market, but must be prompt in payments, in order to ingratiate themselves with the manufacturers, now for the first time dealing directly with native buyers, the capital required for the operation may well be enormous. To the extent that this enterprise may succeed, foreign commission houses must lose trade that might have been theirs, and they may feel more immediate effects of the movement by losing also much trade which they feel they had secured. The territory to be fed from this point will overlap foreign connection obtained at Tientsin, on one

side, and Newchwang on the other, extending through a belt of country that is populous and profitable. Should the port become a favoured one, there is no reason in sight why it should not import cottons, flour, timber, and tobacco well over the Manchurian border and out toward the plains, and gather in return for export the wool, hides, and straw-braid staples which the natives over that territory usually exchange for the supplies they need. The port could not expect to enjoy more than a share of such trade; but the greater the need of inland merchants and consumers for long credits the more business will this, or any other stronghold of native capital and energy be able to secure; and it patience and money hold out, it is difficult to see how foreign commission houses can avoid feeling that there is a determined effort to make them work hard to stay in this section, or to crowd them out altogether. This is a good place for a test of commercial strength. It requires boldness to make it, as well as money, for the foreign hold has always been strong, and an effort to loosen it must be ambitious enough to command respect. It has not been definitely disclosed who compose the native syndicates which are entering the field. It is said that syndicate operations will cover not only Chihli, Manchuria, and at least the borders of Mongolia, but that they have been enlisted to try also the territory sweeping southwestward from Chefoo, and that capital and credits behind them represent 50,000,000 taels. Since American goods alone worth one-third of that sum enter the territory in which the enterprise will pursue its activities, it may be generally calculated that in establishing credits in America and in Europe, whereby manufacturers in those lands would be offered cash for goods, at least at the beginning, in the conduct of a banking business in the North, which would permit native merchants to carry normal stocks, and let payments for them run from six months to a year; in encouraging consumption and widening the market by enabling merchants to give consumers as easy terms as they think will be safe; and in the infinite detail attendant upon spirited competition and in impressing natives with the desirability of confining native trade to native agencies, a capital as large as that of the foreign commission houses in the North would not be excessive. Those who speak for this enterprise say that if patriotism and business do not go hand in hand, sentiment here may fairly be expected to look favourably upon a project which seeks to turn to home channels benefit that have heretofore accrued to outsiders. A plan so ambitious cannot be expected to acquire full momentum for some time, and foreign influences may contrive means to sidetrack it. Effort at that direction must be applied quickly, for its daring can at no time be checked with as little difficulty as at the beginning. Those who have interested themselves in it, while actuated by commercial motives, feel stimulated by a racial pride, in great danger of being crushed in the foreign scramble for gain in this region unless some drastic means be adopted to protect it. They are convinced that battles in politics must be uneven, with the advantage on the other side. The territorial absorption which they have witnessed, they cannot hope to control, and they have no thought, from any indications that they can see, of any reversion of land practically alienated from the empire. Aware of their strength as traders, they regard its use as the only chance of saving for the Chinese the prizes which an industrial China holds out. This spot appeals to some of them as suited to that sort of effort. Its accessibility at all seasons, its convenience for inland transportation and a present control of it largely native, combine, in their view, to give it advantages.

Mr. Goldring handed his Worship an ordinary sized gentleman's visiting card on which was written in English and Japanese the number of a house in Upper Street where the girls were to be taken. This was immediately forwarded by one of the Japanese officials to the Consulate, and the card was presented on board. The steamer left Moji at 5 a.m. on the 22nd ult. and on the following day at 2 p.m. the defendants were discovered. Four males were found in the upper forecastle by witness and the chief officer, and the remaining two males and the twelve females in the lower forecastle. C. J. Mattick, master of the *Amara*, said the vessel left Moji at 5 a.m. on the 22nd ult. and on the following day at 2 p.m. the defendants were discovered. Four males were found in the upper forecastle by witness and the chief officer, and the remaining two males and the twelve females in the lower forecastle.

The interpreter in the case was a Chinaman who had resided in Japan for seven years, and when the evidence of the master had been taken his Worship directed him to ask the defendants if they had any questions to put to the witness. The interpreter appeared to have some difficulty in conveying to the defendants what was intended, for the third in the row suddenly exclaimed in very good English—"Excuse me, please, we do not understand what this gentleman says when he speaks Japanese." The services of another interpreter, Mr. Ohashi, were accordingly requisitioned.

The only male defendant who made a statement of any significance was the third, who said the Chinese quartermaster and boatswain of the *Amara* told him they had some more passengers going with them, and that he had better come along. The first defendant's story was that at Moji a man called Yamamoto had him on board the steamer, and told him his passage money would be paid when he reached Hongkong. The second, fourth, fifth, and sixth male defendants alleged that they accompanied the first. From the statement of the females, it appeared that they had been taken on board by the six males.

Mr. Goldring asked his Worship to publish the men heavily, but said he did not desire to press the case against the women.

After conferring with the Japanese Consul, who was present in Court, and was accommodated with a seat on the bench, his Worship said the women would be released on their consent to return to Japan, whence the Consul was willing to send them. There was no doubt they had been taken on board by the male defendants, with the connivance of the crew of the steamer. The case of the women would be remanded till Monday at ten o'clock, to enable the Japanese Consul to make arrangements for their return. The men would be fined \$100 each, or two months' hard labour.

Mr. Dickinson was loudly cheered.

Lord MacNaughton, Lord of Appeal-in-Ordinary, replying to Mr. Dickinson, declared that American legal decisions were now held in respect to England equal to that with which the old English legal precedents were held in the United States.

THE Isthmian CANAL.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE FORTHCOMING EAGE MEETING.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 30th July.

SIR.—Will you allow me to make a few remarks in reply to the letters of "Vistaran" and "Owner"? I think I am right when I say that nearly every one in Hongkong who subscribes for and trains wagers is, like myself, absolutely ignorant of the rudiments of the art or science of training. I may even go farther and say, that with one or two exceptions we have no knowledge of horse-management in its simplest forms, let alone the training of the racehorse. As to race-riding, any one who attended last meeting must admit that with the exception of Mr. Master and Mr. Crucksbank we had no one who could compete with the Shanghai "jocks." Nowitwise to me that the Stewards are pursuing a very sound policy in entering sport for the many and not for the few—but by this I mean that by giving many prizes for old griffon races at the forthcoming meeting they would be merely making presents as it were to one or two expert horsemen, who, if they are allowed the time properly to prepare an animal, are positively certain to win all the races—and where would the sport come in? Of course some may say "Let the best man win." But the Stewards of Jockey Club have to consider the interests of racing, and in the present instance I for one am entirely in accord with their policy of letting every one have a chance. Might I suggest for their consideration that to make the chances for every one more even the water racing for the next meeting only arrive say some six weeks before they have to race. If this course were adopted it would give the majority of owners a much better chance, as they had formed a final opinion of the whole question could they wisely or fairly enter into agreements with one party on the other. It would never do to rely, in time of war, on merchant ships of other nations for the purpose of carrying on British trade. Great Britain has failed behind in regard to vessels of high speed, because she had not given heavy subsidies like other nations. The expense of so large a subsidy was so enormous that in his opinion the subsidising of commercial corporations should and must be confined to a limited number and for a special and definite purpose. While merchant cruisers had their proper place in time of war, they could never be substituted for Naval cruisers, nor would the possession of merchant cruisers ever diminish the shipbuilding vote for the Navy.

GREAT BRITAIN AND THE U.S.

LONDON, 8th July.

ANOTHER STOWAWAY CASE.

Six Japanese males and twelve females were charged with stowing away on board the steamer *Amara* from Moji to Hongkong. Mr. P. W. Goldring, solicitor, of Messrs. Desco & Hastings, presented on behalf of the owners, Messrs. Jardine, Matheson & Co.

MESSRS. JARDINE, MATTHESON & CO.

MAGISTRATE.

BEFORE MR. F. A. HAZELDON (POLICE MAGISTRATE).

POLICE COURT.

Thursday, 31st July.

TYCO.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

BRITISH-BUILT WARSHIPS.

The Naval and Military Record of the 26th June says—

JUNE says—

OF the foreign warships assembled at Spithead, seventeen in number, the following six have been built and engines in this country:—*Norge* (Norway), *Asama* and *Takao* (Japan), *Don Carlos I* (Portugal), *Chacabuco* (Chile), and the *Presidente Sarmiento* (Argentine Republic). A seventh, the *Carlos V* from Spain, was engine from British designs. The most up-to-date and interested foreigners are the armoured cruiser *Montcalm*, with her thick belt of armour, and her powerful armament of two 7.5-in. and eight 6.4-in. guns. Next, perhaps, the German battleship *Kaiser Friedrich III.*, the representatives of the *Kaiser* class of medium-sized battleships, of which five have been completed. These battleships, each with a displacement of 11,000 tons, carry four 9-in. and eighteen 5.9-in. guns. They steam 15 knots and carry 655 men. The United States battleship *Illinois*, launched four years ago, is a very strongly protected vessel, with a thick and complete belt of armour, and carrying four 13-in. and fourteen 6-in. quick-firing guns. Her speed is 17.5 knots, and her complement only 536 men. The Russian battleship *Pobeda* is also an interesting type, having no equivalent in our own Navy. Her displacement is 12,674 tons, and she steams 18 knots; but, alike in armour and armament, she differs materially from our battleships of recent build. The *Pobeda*, although a new ship, is supposed to combine the qualities of a battleship and armoured cruiser. More heavily armoured than our "mighty" cruisers, she may best be compared with the *Bassett* and *Centurion*, though larger than these 2,000 tons. Hence her armament is much stronger. She mounts four 10-in. and eleven 6-in. quick-firing guns.

The Japanese armoured cruiser *Amane* is the only remaining vessel of special interest.

Built at Eleutherian, she has a maximum speed of 22 knots, and in a displacement of less than 10,000 tons, she carries strong armour, and an armament of four 8-in. and fourteen 6-in. guns. The other Japanese ship, the protected cruiser *Takao*, steams 23 knots. We alluded above to the significant fact that six of these representative ships have been built in England. They have all been launched since 1898, and some were built during the critical period when the British Admiralty failed to carry out the authorised building programme. Hence, it is manifest that the resources of the country have not been fully utilised for our own purposes. The great private firms of the kingdom could have built similar ships-of-war for the Admiralty had the contracts been given to them. It is true that vessels built for such countries as Norway, Chile, the Argentine Republic, &c., may be unlikely to affect the balance of naval power in Europe, but there is always the risk that efficient cruisers or battleships may be purchased by maritime Powers of greater importance. There have been many examples of such purchases on the eve of war, and we ourselves have bought ships in a crisis.

Mr. Dickinson eloquently voiced the sympathetic joy of the American people of the certainty of the recovery of the Chinese.

Mr. Dickinson took Mr. Choate's place as the guest of honour. He prefaced his proposal of toast to the English Bench by a tribute to Mr. Choate. "Mr. Choate does not belong," said Mr. Dickinson, "to any party or to any government; but it is very near the hearts of the American people that he shall go from the Court of St. James to the Presidential chair, and I wish he may get there."

Mr. Dickinson eloquently voiced the sympathetic joy of the American people of the certainty of the recovery of the Chinese.

Mr. Dickinson compared President Roosevelt, amid the enthusiastic cheers of those present, to Sir Philip Sydney—"Fans Fair, et Sans Reproche."

Dealing with international feeling, Mr. Dickinson said: "We of the United States, have long since ceased to boast that we are alone the champions of liberty wherever the British flag floats to-day, it stands for liberty."

He cited the recent despatch of Mr. Chamberlain, declaring that the Constitution of Cape Colony should not be suspended, an instance of Britain's love of liberty. He declared that America deeply sympathised with Mr. Chamberlain in his recent accident, and concluded by saying: "Great Britain and the United States can make the world's freedom wider yet, not by alliance, but by an understanding. We, the English-speaking nations, mean well by the rest of the world; but the other nations must not attack either one of us."

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until

Orders for extra copies of DAILY PRESS should be sent before 11 A.M. on day of publication. After that hour it is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed.

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P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NEW ADVERTISEMENTS

TO LET.

THE KENNELS' MAGAZINE GAP.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st August, 1902. [2081]



GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN or BRITISH DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days sight on the Lord Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on the 5th August, 1902.

The Tenders to state the total amount required in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £10.

The Tenders to be in Duplicate, and in Sealed Covers addressed to the Chief Paymaster, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

GEO. H. FERRIER, Lieut.-Colonel, Acting Chief Paymaster, China His Majesty's Treasury Office, Queen's Road, Hongkong, 28th July, 1902. [2074]

CELEBRATIONS IN HONOUR OF THE CORONATION OF THEIR MAJESTIES.

In addition to those items of the original Coronation Programme (as published in the local Press on 12th June), which have already taken place, the following Celebrations will be carried out:

SATURDAY, 2nd AUGUST.

KING'S PARK AT KOWLOON.
The Officer Administering the Government will turn the first sod of the King's Park at 5.30 p.m.

Launches will be provided for those desirous of attending, the first launch leaving Blake Pier at 4.30 and the second shortly afterwards. intending passengers are requested not to be late in arriving at Blake Pier.

CORONATION DAY—SATURDAY, 9th AUGUST.

CORONATION SERVICE.

There will be a Coronation Service at 11 A.M. in St. John's Cathedral. Those for whom special seats were provided at the recent Intercession Service are invited again to occupy the same on this occasion.

ILLUMINATIONS AND FIREWORKS.

The town will be illuminated on the evening of Coronation Day. The Government Buildings will be decorated and private individuals and the Shipping Companies are invited to join in the illuminations. Fireworks will be exhibited on the site of the new Law Courts between 9 P.M. and 11 P.M. Bands will play on the Cricket Ground from 7 P.M. till 11.30 P.M., and Rockets will be discharged at intervals in the Harbour from 9.15 to 11.30 P.M.

FISH LANTERN PROCESSION.

On the same evening a Fish Lantern Procession will pass through the Streets by the following route.

Starting from the Western District it will proceed by way of Queen's Road, Pedder's Street, Des Voeux Road, Wardley Street, round the Queen's Statue (arriving there about 9.30 P.M.), Chater Road, Murray Road and thence east by Queen's Road. All householders along this route are invited to illuminate their buildings.

THE MAT SHEET IN CHATER ROAD WILL BE RESERVED FOR SUBSCRIBERS TO THE CORONATION FUND.

No tickets will be required.

EDBERT A. BEWETT,

Hon. Secretary to the Coronation Committee.

Hongkong, 1st August, 1902. [2082]

VACUUM OIL COMPANY.

I HAVE THIS DAY RESUMED CHARGE of the Company's affairs at this Port.

A. H. BOTTELENHEIM,

Managing Director.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE WILL OF A. W. A. WOHLTERS, DECEDED, AND THE TRUSTS THEREOF.

IN THE MATTER OF THE TRUSTEES ORDINANCE 1901.

TO JOHN WOHLTERS, AND ALL OTHERS WHOM IT MAY CONCERN

NOTE IS HEREBY GIVEN that the sum of \$2,408.04 has been paid into Court to the credit of the above mentioned Trust by **FRIEDRICH HEINRICH BOHNEKE** and **ANDRAS MATHIAS VALENTINE SCHONEMANN**, Trustees of the above mentioned Will.

Dated the 23rd day of July, 1902.

DEACON & HASTINGS,

10, Queen's Road Central,

Hongkong.

Solicitors for the said Trustees

FOR SHANGHAI, YOKOHAMA, AND KOBE.

THE N.D.L. Steamship

"KONIGSBERG,"

Captain Mayer, will be despatched for the above ports TOMORROW, the 2nd August, at DAYLIGHT.

This Steamer has superior accommodation for First-class Passengers and carries a Doctor. For Freight or Passage, apply to

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 1st August, 1902. [2078]

THE HONGKONG WEEKLY PRESS will be ready to-morrow, and will contain—

Leading Articles—

"The Abolition of Lenin."

New Treaty Ports.

Marcus Island.

Railways to Canton.

The Anglo-Chinese Press and China.

Hongkong and the Coronation.

The Health of Hongkong.

Decoration of a Native Officer.

Departure of H.M.S. Terrible.

Marcus Island.

Report of the P.C.M.O. for 1901.

Canton.

Swatow.

Kwangtung.

Northern Notes.

Hongkong, Canton and Macao Steamboat Co.

Hongkong and Shanghai Banking Corporation.

United Asbestos-Oriental Agency.

Correspondence.

Supreme Court.

Reviews.

Hongkong Chess Club.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, 32.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 1st August, 1902. [2077]

NEW ADVERTISEMENTS

NOTIFICATION.

CHINESE INDEMNITY of 1901.

A instalment of 10 per cent. of the Certificate amount is hereby declared payable on Companys "A" of Certificates issued in payment of British private claims under the provisions of the Notification of the 12th of June last.

Coupons are payable at the office of the Hongkong and Shanghai Banking Corporation, 31, Lombard Street, London, and negotiable at Branches and Agencies, Hongkong and China.

E. G. HILLIER,
British Delegate.

Shanghai, 24th July, 1902. [2079]

PUBLIC AUCTION.

(PRELIMINARY ANNOUNCEMENT.)

THE Undersigned have received instructions to Sell by Public Auction,

on

the 16th AUGUST, 1902, at 2.30 P.M., at their SALES ROOMS, 20, Des Voeux Road (unless previously disposed of by Private Sale).

THE VALUABLE LEASEHOLD RESIDENTIAL PROPERTY, being portions of Rural Building Lot No. 1, situated at Mount Gough, the Peak, upon which stands a SIX-ROOMED BUNGALOW known as "BROCKHURST."

The position is unrivalled as regards the view of Victoria Harbour on the North and of the Islands surrounding Hongkong on the South and the ground to be sold includes a Valuable Building Site.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 1st August, 1902. [2080]

GOVERNMENT-GENERAL OF FRENCH INDO-CHINA.

THE HANOI EXPOSITION

WILL BE OPENED ON

3RD NOVEMBER, 1902.

THE Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural, and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands, India, British India, Straits Settlements, Burma, &c. (3rd section).

The WEATHER is TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

The GALLERY of FINE ARTS will contain more than 500 Pictures, and will be organised under the Direction of the Inspection-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organised at reasonable prices.

ATTRACTIIONS OF ALL KINDS. Military Bands, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, &c., will be given, the charges to be paid by the Entrants, who shall deposit with His Majesty's Consul a sum of \$100 on the fall of the hammer, such deposit to be returned without interest to the intending purchaser in the event of his offer not being approved within 6 months from the date of sale.

In the event of the intending purchaser withdrawing his offer within the same period, the deposit of \$100 to be forfeited to His Majesty's Government.

(3) The form of Lease under which the Lots will be held to be the same as that now in force in regard to the other Lots on the Concessions, a copy of which can be seen upon application to His Majesty's Consul-General, Canton.

The Purchaser will defray cost of preparation of Lease or Conveyance.

JAMES SCOTT,
Consul-General.

Canton, 30th July, 1902. [2072]

NOTICE TO CONSIGNEES.

FROM MIDDLESEX, LONDON AND STRAITS.

THE Company's Steamship

"DENBIGSHIRE."

Captain D. Davis, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOME & CO.,

Agents.

Hongkong, 31st July, 1902. [2071]

FROM HAMBURG, ANTWERP, PE-NANG AND SINGAPORE.

THE N.D.L. Steamship

"KONIGSBERG."

Captain Mayer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY, the 31st inst.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 31st July, 1902. [2072]

H. PARLETT, Manager.

Hongkong, 16th November, 1901. [16]

COLD STORAGE

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10, Queen's Road Central, Repairs of

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European experts at moderate rates.

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NOTICE

THE OFFICES of this Bank have been

removed to PRINCE'S BUILDINGS,

CHATER ROAD, Hongkong, 28th July, 1902.

WANTED

ROOM FURNISHED or UNFURNISHED.

FD, with BATH, by a Bachelor. Must

be Central.

Reply to— S.

Care of Daily Press Office,

Hongkong, 31st July, 1902.

WANTED

TYPEWRITING MACHINES. New or

Second-hand. State terms for purchase

or hire and full particulars.

S.G.P.

Care of Daily Press Office,

Hongkong, 31st July, 1902.

WANTED

BRITISH NORTH BORNEO.

WANTED

AN EXPERIENCED FOREMAN for a

Government Timber Mill. Must be

thoroughly acquainted with the erection

and management of Timber-cutting Machinery.

Forward copies of recent testimonials and state

salary required.

DIRECTOR OF PUBLIC WORKS,

Sandakan.

Hongkong, 4th February, 1902.

WANTED

BY THE SYNONY MANUFACTURING CO.

A CLERK who is thoroughly familiar

with Chinese and English.

Address— P. O. BOX 117.

Hongkong, 23rd July, 1902.

SITUATION WANTED

A YOUNG ENGLISHMAN, with three

years experience in Mercantile Firms,

offers his services to any local firm or abroad at

very moderate terms.

Apply to— CLERK.

Care of Daily Press Office,

Hongkong, 23rd July, 1902.

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This Beer is brewed of best Saar Hopps and

finest Barley Malt only, and warranted not to

contain Chemicals in any form.

The Beer is sterilised after being bottled, and

full mature age insures its fine condition in any

climate. Beautifully bright, seductively spark-

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Sales Agents.

Hongkong, 25th July, 1902.

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CHESS NOTES.

BY X.Y.Z.

The "dull season" for chess has arrived with the hot weather in those parts of the world where summer is at its height in August, and accordingly we find more space devoted in many chess columns to problems than to the game proper. Now it is very questionable whether problems should really be counted as chess at all. Of course problem-composers tell us that their compositions are the "poetry of chess," but we must confess to agreeing rather with those who rank them with mathematical puzzles or even acrostics. True, the scene of action is the chess-board, and the component parts are chess-men, but the modern problem bears the very faintest resemblance to the actual game and we cannot believe that skill in problem-composing and solving helps to make a man a practical player. The old-fashioned problem was a different affair. It was modelled upon the end-game play of real chess, and was therefore not without its training value. We give an example of an old-style problem, not because it is particularly fine or difficult, but because it is illustrative of how the old problematis worked. The White pieces are—King at KB8, Rooks at Q8 and K8, Knight at KB8, Pawn at K4, Black—King at K3, Rooks at KR2 and KK2, Knight at KR3, Pawn at K4.

White to play and mate in 3. The problem is attributed (doubtfully) to Damiano, but is possibly Arabian of some centuries earlier. It will be seen that the White and Black forces are level. In the modern problem, White has, usually absolutely overwhelming superiority, so that the struggle becomes one against time and position purely, i.e., White has within a given number of moves to overcome the obstacles which keep him from Black's King.

The first six games of the match at Carlbad, for the majority of 14 games, between Schlechter and Janowsky left the score—Schlechter 5, Janowsky 1. The French player seems sadly out of form.

It appears that Simpson's Restaurant, and famous chess resort in the Strand, London, has been acquired by the City of Westminster for the sum of £254,500 (exclusive of wines, spirits, &c.) for the purpose of the widening of the Strand. The Westminster Council was to take possession to-day. The chess divan, started originally by Mr. Ries in 1828, is known the world over, and almost all the most famous chess players of the last sixty or seventy years have played chess at the divan at some time or other.

Mr. E. J. Lee, the English master, after his visit to Africa for his health, is to come for a time in Australia and to play chess in the leading towns. Mr. Lee has taken part in four international tournaments, namely, Bradford, 1888; Manchester, 1890; New York, 1893; and London, 1894. In the London contest he divided the third prize with Showalter. He has won two tournaments at Simpson's Divan, once in 1891, without losing a game. He is also a rapid and successful simultaneous player.

The chess players of the Staunton Chess Club, Calcutta, would appear to be men of leisure, since they can find time to conduct no less than six telegraphic games simultaneously—two each against Simla, Ootacamund, and Cawnpore. The latter two games reached the 21st and 24th moves, respectively, three weeks ago. Telegraphic chess seems to be getting popular in the East.

A Canton, Ohio telegram of the 9th July in a Canadian paper says—"S. Knyer, an employee of a local steel-roofing plant of this city, and R. Bloch, of Warsaw, Russia, have made four moves in a chess game which is expected to last five years. The game is being played by letter and it requires about fourteen days for a letter to pass between Canton and Warsaw. The men are playing for a prize of \$5,600 offered by Charles Rosenthal, who is related to both of them." We believe that there is an enthusiastic player in this Colony who is playing a game by post against an opponent in Tokyo.

It has been long known that the colours of butterflies are influenced by temperature. Experiments during the last ten years have given Dr. E. Fischer some startling results, and have shown not only that cold seasons may produce new butterflies from the old, but that abnormal heat may yield the same varieties, the change being due to retarded development. Extreme cold, moreover, brings out other variations that may appear in extreme heat. He suggests that these varieties of extreme temperatures may become permanent at a future stage in the earth's evolution, although Standfuss contends that they never were and never will be anything but singular freaks.

The latest development of screw propellers is due to Mr. C. A. Parsons. The blades are given reduced pitch toward their tips, small vanes being also provided on the propeller-cone, and the vanes depend largely upon the splitting up of neutral molecules, or ionisation. The radioactivity of such substances as radium, actinium, and polonium is the somewhat terrible projection of either negative electrons or positive ions.

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The oxy-acetylene blowpipe of M. Fouche, easily melting most metals, burns a mixture of 1 part of acetylene to 1.8 of oxygen. Explosion in the blowpipe is prevented by moderate pressure.

Sura, an animal disease of the Philippines, is pointed out by Dr. C. W. Stiles as a matter of great military importance. It seems to have been quite recently introduced from India, and is due to a microscopic parasite, which lives in the blood and is probably transmitted by biting flies. It is a wet-weather disease, reported to be invariably fatal to horses and mules. It occurs also in camels, elephants, dogs, and cats, and more rarely in ruminants, but is not well known in birds. It is closely allied to the tsetse-fly disease of Africa and to dreaded maladies of Europe and South America. The chief symptoms are intermitent or relapsing fever, eruption, anemia, emaciation, ravenous appetite, great thirst, and more or less paralysis.

The introduction of the disease into new localities is to be guarded against as a serious calamity.

Malaria lives longer in dimly lighted than in sunny rooms, and Geffrye suspects that the lessened sunshine is one reason why disease germs flourish better in winter than in summer.

SCIENTIFIC MISCELLANY.

HEAT-EXPANDED CEREALS—THE COUNT OF THE STARS—A TARGET THAT SIGNALS HITS—ELECTRONS AND IONS—SPECIES-MAKING BY TEMPERATURE—A SCIENTIFIC PROPELLER—A HORSE PLAQUE—VITALITY OF DIABETES—IMPROVED STRAM-ESTEERING.

He notes that influenza epidemics have never occurred in Germany except when the weather has been long cloudy. He has found that in droplets such as are expelled in speaking or coughing the typhoid bacillus retains its vitality 24 hours! In daylight, the diphtheria bacillus, 24 to 48 hours in daylight and 5 days in a cellar; the tubercle bacillus, 5 days in daylight and 22 days in a cellar; the boil microbe, 8 to 10 days in daylight and 35 days in a cellar; and anthrax spores, 10 weeks in daylight and at least 3 months in a cellar.

A British engineer's new device for steering twin-screw steamships consists of a special throttle valve attached to each main engine, the valves being connected to a tiller by bell-cranks and link-work. When the tiller is moved either way from its central position, one throttle valve reduces the steam of its set of engines, diminishing the speed of its crew to a degree varying with that of the tiller.

Gari's juice, inhaled under certain conditions, is remedy with which Dr. W. G. Minchin, of Kells, Ireland, claims to have cured advanced tuberculosis.

Garlic juice, inhaled under certain conditions,

is the remedy with which Dr. W. G. Minchin, of Kells, Ireland, claims to have cured advanced

tuberculosis.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k.w.*, nearest Hongkong *h.*, midway between Hongkong and Kowloon *m.*, and those vessels berthed at the Kowloon Wharf *k.w.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blaik Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & EIG.	REETB.	CAPTAIN	FOR FREIGHT APPLY TO	'TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. CO.	To-morrow, at Noon.
LONDON	BOMBAH	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. CO.	On 5th inst., at Noon.
LONDON, VIA SUEZ CANAL	GLENTHURST	Brit. str.	—	R. Webster	MCGREGOR BROS. & GOW	On 16th inst.
LONDON & ANTWERP	ULYSSES	Brit. str.	—		BUTTERFIELD & SWINE	On 7th inst.
LONDON	TELEMACHUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 19th inst.
LONDON	ANTENOR	Brit. str.	—		BUTTERFIELD & SWINE	On 2nd September.
LONDON	DARDANUS	Brit. str.	—		BUTTERFIELD & SWINE	On 16th September.
LIVEPOOL DIRECT	PTERUS	Brit. str.	—		BUTTERFIELD & SWINE	On 30th September.
MARSEILLES, LONDON & ANTWERP, V. SPORCE, &c.	BINGO MARU	Jap. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 9th inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	TARIA	Freight str.	—	Charbonnel	MESSAGES MARITIMES	On 11th inst., at 1 P.M.
GENOA & LONDON, VIA SUEZ CANAL	BENLAWER	Brit. str.	—	H. Bee	GIRE, LIVINGSTON & CO.	On or about 8th inst.
E. LAEN, VIA PORTS OF CALL	KIATSCHOU	Gen. str.	—	P. Luneschloss	MELCHERS & CO.	On 7th inst., at Noon.
HAVRE & AMBURG	SILESIA	Gen. str.	—	Bahle	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG	ANDREA	Gen. str.	—	Ehlers	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE & HAMBURG	C. FEED LADIES	Gen. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 28th inst.
HAVRE & HAMBURG	KONIGSBERG	Gen. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	FREEBIEG	Gen. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 24th September.
HAVRE & HAMBURG	SILVIA	Gen. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
HAVRE & HAMBURG	CHINA	Aus. str.	2 m.	Behrend	HAMBURG-AMERIKA LINIE	On 22nd October.
TRISTEZA, &c., VIA SINGAPORE, &c.	ATHOLL	Brit. str.	2 m.	Mosse	SANDEE, WIEEL & CO.	On 16th inst., P.M.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAMAYO	Brit. str.	—	DODWELL & CO., LIMITED	DODWELL & CO., LIMITED	About 5th inst.
NEW YORK VIA SUEZ CANAL	ABAMA	Brit. str.	—	J. E. Matheron & Co.	J. E. Matheron & Co.	On 15th inst.
VANCOUVER VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	F. F. Bennett	SHIWAN TONES & CO.	On or about 15th inst.
VANCOUVER VIA SHANGHAI, &c.	TARTAR	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC RAILWAY CO.	On 6th inst., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	DUKE OF FIFE	Brit. str.	4 m.	E. Beetham, R.N.R.	CANADIAN PACIFIC RAILWAY CO.	On 10th September.
VICTORIA (B.C.) & SEATTLE VIA MOJI, &c.	KAGI MARU	Jap. str.	—	J. S. Cox	DODWELL & CO., LIMITED	To-morrow.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	RIKUN MARU	Jan. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 11th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	HYADES	Brit. str.	—	K. Ohno	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
PORTLAND, OREGON	INDRAPIRA	Brit. str.	—	Hollingsworth	DODWELL & CO., LIMITED	On 12th September.
AUSTRALIAN PORTS	UNIN	Brit. str.	2 m.	A. E. Moses	PORTLAND & ASIATIC S.S. CO.	On 14th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	B. A. Schaw	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
MOJI, KOBE & YOKOHAMA	AUSTRALIAN	Brit. str.	—	G. K. Kori	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KAGOSHIMA MARU	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. CO.	On 1st inst., at Noon.
KOBE	MOJI & YOKOHAMA	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. CO.	On or about 7th inst.
SHANGHAI & YOKOHAMA	SHANGHAI & CHINKIANG	Brit. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 15th inst., at Daylight.
TIEN-TSIN	TAMSUL VIA SWATOW & AMOY	Brit. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 23rd inst., at 4 P.M.
FOOCHOW VIA SWATOW & AMOY	KWEI-YANG	Brit. str.	—	C. L. Daniel	BUTTERFIELD & SWINE	To-morrow, at Noon.
ANPING, VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	T. Ogata	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SWATOW, AMOY & FOOCHOW	MAIDZURO MARU	Jap. str.	1 m.	K. Suzuki	GIBS, LIVINGSTON & CO.	On 16th inst., at Noon.
CEBU & ILOILO	HAICHING	Brit. str.	2 h.	T. Saito	NIPPON YUSEN KAISHA	On or about 11th inst.
MANILA	HUEPH	Brit. str.	—	Hodgins	DODWELL & CO., LIMITED	On 15th inst., at Daylight.
MANILA	KAIFONG	Brit. str.	—	R. Rodger	SHIWAN TONES & CO.	To-morrow, at Daylight.
SANDAKAN	DIAMANTE	Brit. str.	2 m.	Tate	MITSUI BUSSAN KAISHA	On 9th inst., at Noon.
SINGAPORE, PENANG & SINGAPORE	ROSETTA MARU	Jap. str.	—		MITSUI BUSSAN KAISHA	To-day, at Noon.
SINGAPORE, PENANG & BOMBAY	SUNGKIANG	Brit. str.	—		BUTTERFIELD & SWINE	To-morrow.
SINGAPORE, COLOMBO, & BOMBAY	SANDAKAN	Gen. str.	2 m.		SHEWAN TONES & CO.	To-morrow, at 4 P.M.
SINGAPORE, COLOMBO, & BOMBAY	CATHERINE APCAR	Brit. str.	—		MITSUI BUSSAN KAISHA	On 8th inst., at Noon.
SINGAPORE, COLOMBO, & BOMBAY	PEKIN	Brit. str.	—		BUTTERFIELD & SWINE	On 16th inst.
SINGAPORE, COLOMBO, & BOMBAY	MILKE MARU	Jap. str.	—		SHEWAN TONES & CO.	On 1st inst., at Noon.

SHIPPING.

ARRIVALS.
July 20, EL TA NESSACK, German str. 1,161.
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July 20, ERNE, German str. 903, A. Rieke, Saigon 25th July, General.—JESKE & CO.
July 20, KWANGLEY, British str. 1,467, Lincoln, Shanghai 27th July, General.—CHINESE.
July 20, KUTANG, British str. 1,459, T. W. Selly, Java 21st July, Sugar.—JALIN, MAHERON & CO.
July 20, MEXICAN PRINCE, British str. 1,453, W. Penrice, Singapore via Palembang 17th July, Petrolum.—MYER & CO.
July 20, THEATRUM KLANT, German str. 1,012, T. V. Firth, Bangkok 5th July, Wool and Rice.—BUTTERFIELD & SWINE.
July 20, YEO MARU, Japanese str. 1,060, T. Samura, Japan 24th July, 4 metal-CHINESE.
July 21, GLENFALL CH., British str. 1,434, Brinsford, Singapore 25th July, General.—CHINESE.
July 21, FAJAN, French str. 377, L. Anderson, Pakhoi and Hoihow 30th July, Fig. and General'.—A. R. MARTY.
July 21, HOIHOA, French str. 600, Merles, Pakhoi and Hoihow 30th July, General.—A. R. MARTY.
July 21, KONGHSING, German str. 3,135, H. K. K. Kori, Shanghai and Foochow, Geneva, HAMBURG-AMERIKA LINIE.
July 21, ST. AMAR FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
July 21, L. M. MOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
THE Steamship

"VANQUITA". Captain A. G. Cubitt, R.N.R., carrying His Majesty's Mail, will be despatched from this port TO-DAY, the 1st August, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 25th July, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

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"HAICHING".

Captain Hodgins will be despatched for the above ports TO-DAY, the 1st August, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 25th July, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship

"DI MANTE".

Captain R. Rodger, will be despatched for the above port TO-MORROW, the 2nd August, at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage apply to SHEWAN TONES & CO., General Managers.

Hongkong, 21st July, 1902.

THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

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IN CONNECTION WITH

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Steamer.

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Captain.

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DUKE OF FIFE 3,821 J. S. Cox August 2nd

VICTORIA 3,501 J. Paton August 9th

TACOMA 2,811 A. Davis August 23rd

GLENCOLE 3,730 G. E. Walker September 20th

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TACOMA TO NEW YORK in 44 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 252.

The best route to the KLDYKING GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DRYAS and MICHAEL.

Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

MELCHERS & CO., Agents.

Hongkong, 25th July, 1902.

SHIPPING REPORTS.

The French steamer *Julien*, from Pakhoi and Hoihow 30th July, had moderate S.E. breeze with fine weather.

The German steamer *Loongwoon*, from Shanghai 27th July, had strong S.E. wind with very high swell in North of China.

The German steamer *Sister*, from Japan, Shanghai and Foochow, had strong N.E. winds to Foochow; thence fine weather, smooth sea and southerly swell.

VESSELS IN DOCK.

31st July.

ABERDEEN DOCKS.—C. W. Wiers, Zefiro, Soleat, Michael Jansen, Hu, Sichau, Taiwan, Soregon.

COSMOPOLITAN

VESSELS ON THE BEETH
OCEAN STEAMSHIP COMPANY.

	OUTWARDS.	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	On 1st August.
GLASGOW and LIVERPOOL	"DARDANUS"	On 4th August.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th August.
GLASGOW and LIVERPOOL	"PYREHUS"	On 26th August.
GLASGOW and LIVERPOOL	"DIOMED"	On 29th August.
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.

	HOMEBWARDS.	TO SAIL
LONDON	"ULYSSES"	On 2nd August.
LONDON and ANTWERP	"TELEMACUS"	On 19th August.
LONDON	"ANTENOR"	On 2nd September.
LONDON	"DARDANUS"	On 16th September.
LIVERPOOL DIRECT	"PYREHUS"	On 29th September.

For Freight, apply to
The S.S. "ANTENOR" left Singapore on the 27th inst., and is expected here on the 1st prox.
The S.S. "DARDANUS" left Singapore on the 30th inst., and is expected here on the 4th prox.
Hongkong, 31st July, 1902.

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. C. O.

ALTERATION.

"BEN" LINE OF STEAMERS.
FOR GENOA AND LONDON VIA SUEZ
CANAL

THE Steamship

"BENLAWERS."

Captain H. Bee, will be despatched as above on or about TUESDAY, the 5th August.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 29th July, 1902

[2048] FOR CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR."

Captain S. H. Belson, will be despatched for the above ports on WEDNESDAY, the 6th August, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSON & CO., LTD.,
Agents.

Hongkong, 31st July, 1902

[2047] COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MAURITIUS, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 11th August, 1902, at 1 P.M., the Company's Steamship

"YARRA," Captain Charbonnel, with Mail, Passengers, Specie and Cargo, will leave this Port for MAURITIUS, via BOMBAY. This Steamer connects at COLOMBO with the a.s. India, which vessel takes on her Passengers and Mail, leaving that port on the 23rd August, direct to Suez; Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 10th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contants and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 31st July, 1902

[2048] EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SIDNEY AND MELBOURNE,
(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain Schaw, will be despatched for the above ports on THURSDAY, the 14th August, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd July, 1902

[2049] UNITED STATES AND CHINA-JAPAN
S.S. LINE.

REGULAR MONTHLY SERVICE
FROM JAPAN, CHINA, HONGKONG
AND SINGAPORE,
TO NEW YORK (VIA SUEZ CANAL).

THE following Steamers will be despatched as above at monthly intervals, carrying Cargo at current rates:

PROPOSED SAILINGS FROM HONGKONG,
S.S. "INDRAKUWA" ... 15th Aug., 1902.
S.S. "INDRASAMHA" ... 18th Aug., 1902.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st August, 1902.

[2050]

REGULAR
STEAMSHIP SERVICE TO NEW
YORK,
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY
TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG,
1902

ATHOLL ... About 5th Aug.
LENNOX ... 14th Aug.
HEATHBURN ... 21st Aug.
RICHMOND CASTLE ... 7th Sept.
AFRIDE ... 20th Sept.
HILLGLEN ... 30th Sept.

For Freight and further information, apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, 24th July, 1902

[2051]

REGULAR SERVICE BETWEEN
HONGKONG AND MANILA

THE Company's well-known Steamship

"ROSETTA MARU"

3,375 Tons, will be despatched for MANILA

on FRIDAY, the 8th Inst., at NOON.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed.

Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Prince's Building, Ice House Street,

Hongkong, 1st August, 1902.

[2052]

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE

VIA USUAL ASIATIC PORTS OF CALL

AVERAGE LENGTH OF VOYAGE TO SYDNEY
20 DAYS.

Saloon Passengers carried at SPECIALLY
REDUCED RATES, partiers of which

can be obtained on application to the
Underwriter.

NEXT SAILINGS.

"TSINAN" leaves on 23rd August.

"CHANGSH" ... 2nd September.

"CHINGTU" ... 29th

"TAIYUAN" ... 24th October.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators, which ensure a fresh supply of Ice and Provisions during the entire voyage. Fully staffed European Surgeons carried.

BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LTD.

Hongkong, 1st August, 1902.

[2053]

VESEL'S ON THE BEETH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.

"ANTENOR"

On 1st August.

"DARDANUS"

On 4th August.

"PROMETHEUS"

On 14th August.

"PYREHUS"

On 26th August.

"DIOMED"

On 29th August.

"JASON"

On 3rd September.

FOR HOMEWARDS.

"ULYSSES"

On 2nd August.

"TELEMACUS"

On 19th August.

"ANTENOR"

On 2nd September.

"DARDANUS"

On 16th September.

"PYREHUS"

On 29th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. C. O.

Hongkong, 31st July, 1902.

[2048]

VESEL'S ON THE BEETH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.

"ANTENOR"

On 1st August.

"DARDANUS"

On 4th August.

"PROMETHEUS"

On 14th August.

"PYREHUS"

On 26th August.

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On 29th August.

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"TELEMACUS"

On 19th August.

"ANTENOR"

On 2nd September.

"DARDANUS"

On 16th September.

"PYREHUS"

On 29th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. C. O.

POST OFFICE NOTICES

Parcel Mail for Europe, &c., per a.m. *Volante*, will close at 3 p.m. to-day. Monday next, the 4th inst., being a Bank Holiday, the Post Office will be open for one hour only, from 8 a.m. to 9 a.m. Correspondence for local delivery may be posted up to 9 a.m. The Night Box will be kept open during the time the office is closed. The Money Order office will be entirely closed on that day. The *China*, with the English Mail of the 4th ult., left Singapore on Sunday, the 27th ult., at 10 a.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on 2nd ult.

The *China*, with the American Mail of the 8th ult., left Yokohama on Monday, the 29th ult., at daylight, and may be expected here on or about Tuesday, the 5th inst.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Hongkong	Friday, 1st, 7.30 A.M.
Nagasaki and Vladivostok	Saturday	Friday, 1st, 11.00 A.M.
Singapore, Penang and Bombay	Pekin	Friday, 1st, 11.00 A.M.
Swatow, Amoy and Foochow	Hainan	Friday, 1st, 11.00 A.M.
Macao	Turkestan	Friday, 1st, 11.15 P.M.
Kobe	Argentina	Friday, 1st, 4.00 P.M.
Singapore and Colombo	Sabah	Friday, 1st, 5.00 P.M.
Shanghai, Yokohama and Kobe	Konigsberg	Friday, 1st, 5.00 P.M.
Castor	Fife	Saturday, 2nd, 8.00 A.M.
Kudat and Sandakan	Duke of Fife	Saturday, 2nd, 10.00 A.M.
Macau, Kobe, Yokohama, Victoria, B.C., and Tacoma	Yankee Maru	Saturday, 2nd, 10.00 P.M.
Thursday Island, Townsville, Brisbane, Sydney and Melbourne		Saturday, 2nd, Printed matter and samples 10.00 A.M.
Europe, &c., India via Tunicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail.)	Valetta	Letters 11.00 A.M. Saturday, 2nd, 3.00 P.M.
Manila	Diamante	Saturday, 2nd, 3.00 P.M.
Swatow, Chafao and Tientan	Chusan	Tuesday, 5th, 11.00 A.M.
Hankow and Peikoo	Haiwan	Tuesday, 5th, 5.00 P.M.
Haiphon	Bombay	Wednesday, 6th, 10.00 A.M.
Singapore	Hainan	Wednesday, 6th, Printed matter and samples 10.00 A.M.
Shanghai and Chinkiang	Hongkong Maru	Wednesday, 6th, Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Empress of China	Letters 11.00 A.M. Saturday, 9th, 3.00 P.M.
Singapore, Penang and Calcutta	Catherine Anne	Saturday, 9th, 4.00 P.M.
Europe, &c., India via Tunicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Kiautschou	Saturday, 9th, 5.00 P.M.
Swatow, Amoy and Shanghai	Hupch	Saturday, 9th, 6.00 P.M.
Tientsin	Keelung	Monday, 11th, Printed matter and samples 10.00 A.M.
Europe, &c., India via Tunicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Yarra	Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Manila	Sungking	Letters 11.00 A.M. Saturday, 16th, 3.00 P.M.

TO-DAY.

Meeting of Zetland Lodge, Freemasons' Hall, 9 p.m.

TO-MORROW.

Sale, Miscellaneous, Sales Rooms, Mr. Goo. P. Lamont, noon.

Sale, Revisions, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

Sale, Furniture, No. 1, Albany Road, Mr. Geo. P. Lamont, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

31st July.

4 LONDON—Telegraphic Transfer 1/81. Bank Bills, on demand 1/82. Bank Bills, at 30 days' sight 1/82. Bank Bills, at 4 months' sight 1/82. Documentary Bills, 4 months' sight 1/82.

ON PARIS—Bank Bills, on demand 1/18. Bank Bills, at 4 months' sight 2/20.

ON GENEVA—Cn demand 1.77/1.

ON NEW YORK—Bank Bills, on demand 4/2. C. Crdt. 60 days' sight 4/3.

ON BOMBAK.—Telegraphic Transfer 1/30.

Bank, on demand 1/30.

ON CALCUTTA—Telegraphic Transfer 1/30.

Bank, on demand 1/30.

ON SHANGHAI—Bank, at sight .74.

Private, 30 days' sight .75.

ON YOKOHAMA—Cn demand 18/1 p.m.

ON MANILA—Cn demand 2 p.c. pm.

ON LIMA—Cn demand 1 p.c. pm.

ON BANGKOK—Cn demand 14 p.c. pm.

On S. Koon—Cn demand 14 p.c. pm.

ON VERGNEYS, Bank's Buying Rate \$11.40.

G. D. LEAF, 10-line, per ton .58/75.

B SILVER, per oz. .58/75.

OPUM.

31st July.

Quotations are Allow'd not to 1 catty.

Mala New .89/10 to \$920 per picul.

Mala Old .81/60 to \$16/10.

Mala Older .81/20 to \$16/40.

P. F. Paper-wrapped .81/10 to .81/10.

Persian fine quality 6/60 to .81/10.

Persian extra fine .81/10 to .81/10.

Patau New .89/12 to .81/12 per catty.

Patau Old .82/25 to .81/12.

Bearnes New .89/12 to .81/12.

Bearnes Old .89/15 to .81/15.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *China* left Singapore on the 27th ult., at 10 a.m., and is due here to-day, at about 8 a.m.

THE GERMAN MAIL.

The Imperial German mail-steamer *Kong Aboe* left Colombo on the 25th ult., p.m., and may be expected here on or about the 5th inst.

The Imperial German mail-steamer *Kronprinzessin Sophie* left Kobe via Nagasaki and Shanghai on the 27th ult., p.m., and may be expected here on or about the 6th inst.

THE AMERICAN MAIL.

The P. M. steamer *China*, with mails, &c., from San Francisco to the 8th ult., via Honolulu,

arrived.

PASSENGERS ARRIVED.

For *Wingfield*, from Shanghai, &c., Captain Anderson.

DEPARTED.

For *Hakko Maru*, for Japan, Mr. and Mrs. G. A. Woodcock and two children, Mr. and Mrs. N. B. Winter Weatherhead and two children, Rev. A. E. Webb, Lieut. P. H. Campbell, R.E., Capt. H. Hisoka, Miss P. Yamada, Messrs. W. H. Stans, S. See, S. Takagi, T. Nakaba, T. Ando, Iwata, T. Matsubara, T. Shinkura and T. Ando.

JOINT STOCK SHARES

Hongkong, 31st July.

COMPANY.

Banks—Hongkong & P. S. Co.

Natl. Bank of China

A. Shares .23

B. Shares .23

Four. Shares .21

Bell's Asbestos E. A. .21

Campbell, Moore & Co. .15

China-Borneo Co. .15

China Light and Power Co. Ltd. .15

China Prov. L. & M. .10

Cigar Companies .10

Albania Co. .10

Philippines Tobacco Trunk Co. Ltd. .10

cotton Mills E. Wo. .100

International .100

King Kung Mow .100

Loey .100

Longkong .100

Dairy Farm .100

H. & W. Doce .100

H. & C. Bakery .100

Hongkong Electric .100

H. H. L. Tramways .100

H. & C. Water .100

Hongkong Hotel .100

Hongkong Ice .100

H. & W. Doce .100

Hongkong K. & G. .